

DATE 0713Z 25 FEB 66

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PRIORITY

IN-90225

25X1A

TOR 0740Z 25 FEB 66

OSA 1-20 dm

TO IMMEDIATE

NO NITE ACTION

IDEALIST

1. WE HAVE SPENT THE LAST TWO DAYS TESTING 372° S EGT INDICATOR, PUSH TO TEST SWITCH, NBR 1 INVERTER, THERMOCOUPLES AND THERMOCOUPLE HARNESS. IN SPITE OF DAMAGE TO THE EGT INDICATOR (CASE SEVERELY DENTED, GLASS BROKEN AND CONSIDERABLE DIRT INSIDE) AND TO THE NBR 1 INVERTER. THE SYSTEM OPERATES NORMALLY FOR EXTENDED PERIODS AND MANY CYCLES USING BOTH MINIMITE AND HEATED THERMOCOUPLES. THE ONLY PROBLEMS SEEN THUS FAR WAS OCCASIONAL MOMENTARY EGT HANGUP PROBABLY DUE TO DIRT STILL INSIDE AND INVERTER FREQUENCY VARIATION OF 375 TO 500 CYCLES DUE TO INPUT VOLTAGE VARIATION OF 26.5 TO 29 V. THE FIRST DAY THE INVERTER PUT OUT A STEADY 375 CYCLES AT 26.5 VOLTS INPUT.

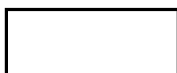
2. TESTING HAS SHOWN SPURIOUS VOLTAGE APPLIED TO TEST SWITCH WIRING CIRCUIT WILL DRIVE THE INDICATOR OFF SCALE MAXIMUM. ALTHOUGH WE HAVE NO WAY OF TESTING HERE WE ALSO SUSPECT

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S E C R E T

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THAT RANDOM RF MIGHT HAVE A SIMILAR EFFECT.

3. IT HAS BEEN DETERMINED THAT THE ANTENNA TUNER WAS MISMATCHED TO THE 618T BY APPROX 2300 KC. FURTHER THE TUNER SHOWS EVIDENCE OF ARCING FROM THE END OF THE XMIT/REC RELAY TO THE TOP OF THE VACUUM CAPACITOR WHICH IS GROUNDED. MISMATCH IS PROBABLY ATTRIBUTABLE TO LOW FREQ OF THE INVERTER HUT CYCLES). [REDACTED] HAD BEEN CHANGING HF FREQUENCIES AND ATTEMPTING CONTACT JUST PRIOR TO THE INDICATION OF OVERHEAT.

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4. IN COGNIZANCE OF THE ABOVE, REQUEST [REDACTED] EVALUATION OF THE POSSIBILITY THAT THE HF TUNER ARC-OVER TO GROUND COULD CAUSE THE EGT INDICATOR TO DRIVE TO MAXIMUM.

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5. ALSO REQUEST ALL AVAILABLE INFO ON EGT AS AFFECTED BY RF OR SPURIOUS SIGNALS.

6. PLEASE REPLY AS SOON AS POSSIBLE.

END OF MSG

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